

- Where on-street parking is provided adjacent to cycle paths/lanes a verge should be provided to allow additional space for opening doors (see Section 4.3.5 Cycle Facilities).

Parking may be added to existing streets where the carriageway is excessively wide as a means of narrowing it (see Figure 4.77). However, as noted in Section 4.4.1 Carriageway Widths, the first priority of designers should be to improve facilities for pedestrian and cyclists, prior to the addition of on-street parking.

A range of less formal or alternative parking arrangements may be used where design speeds are lower, particularly on *Local* streets and within Centres. A diverse range of parking types may be provided to create more intimate spaces, reduce the amount of line marking/constructed elements and/or reinforce the low speed environment. Such measures may include the following:

- Horizontal deflections may be produced by switching the location of parking bays from one side of the street to the other, or from the side of the street to the centre (see Figure 4.78).



Figure 4.77: Example from Fettercairn, Co. Dublin where a 'distributor' style road was narrowed by adding bays of parallel parking as part of a package of works aimed at calming traffic and improving the sense of place.

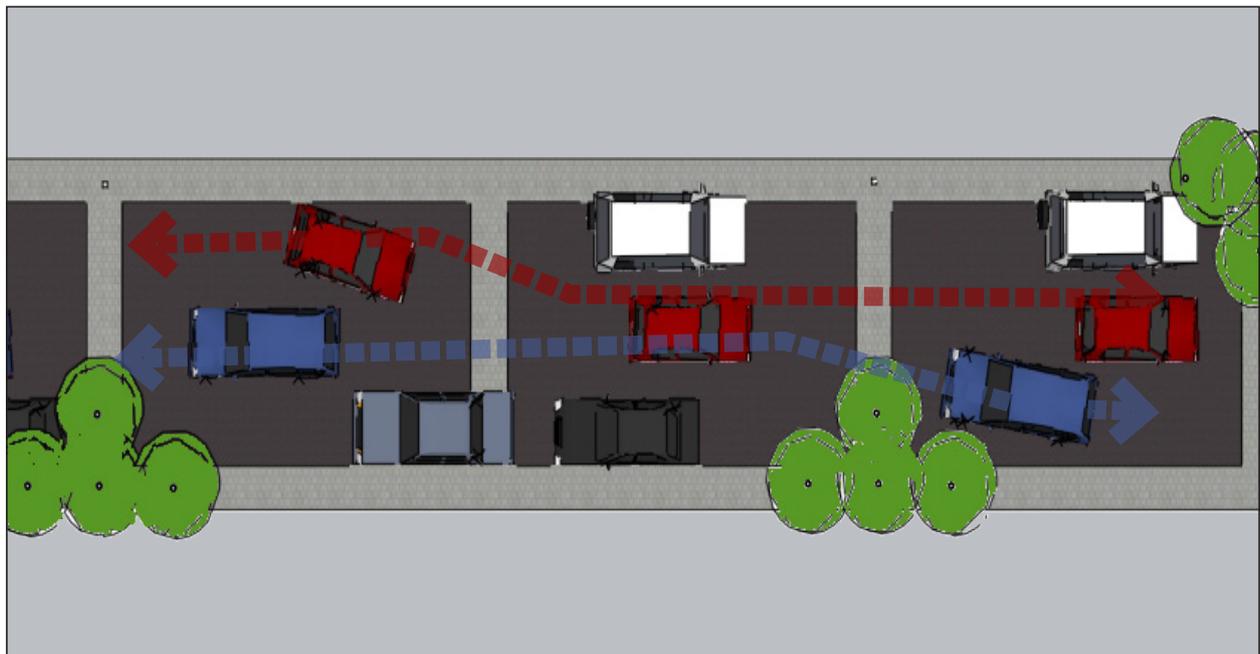


Figure 4.78: Illustration of informal on-street parking distributed to form a series of horizontal deflections and pinch points to reinforce a low speed environment.

- Parking bays may be less formally defined for example, the presence of the street tree embedded into the carriageway will also indicate where to park (see Figure 4.79).
- On-street and in-curtilage spaces may be integrated to reduce the overall amount of parking that is on-street and create a 'mews' like environment (see Figure 4.79.)
- Placing parking within the central area of a street to provide a greater level of surveillance.
- Loading areas may be provided at grade with footpath areas (i.e. within a verge), so that when not in use they revert back to pedestrian use (see Figure 4.80).

In areas of high demand, parking may be provided within the central areas of street as well as the edge of the carriageway to create an on-street parking courtyard (see Figure 4.81). Such spaces should be limited in size, well planted and landscaped to ensure that the courtyard is not overly dominated by parked vehicles.

Designers may also refer to the *Urban Design Manual (2010)*⁴¹ and *UK Parking: What Works Where (2006)*, for further guidance. With regard to the design of individual parking/loading spaces⁴²:

- The standard width of a space should be 2.4m.

41 Refer to Chapter 11 of the *Urban Design Manual (2010)*.

42 See also Section 1.4.2 of *Building for Everyone: A Universal Design Approach for Accessible Parking Spaces*.



Figure 4.79. Example from New Hall, UK where a variety of in-curtilage and on-street parking is provided. On-street parking is provided semi-formally (indicated by the planting of trees). The parking of vehicles further calms traffic by providing a series of horizontal deflections.

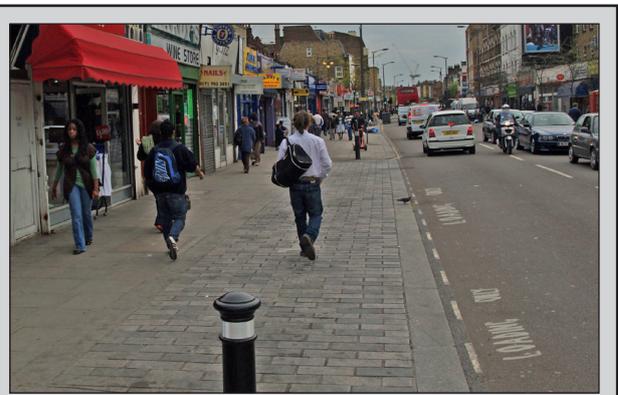


Figure 4.80: Example from Walworth Road, London, UK, where a loading bay, provided within a verge, can revert to pedestrian space when not used.